



European Union Aviation Safety Agency
Comment-Response Document (CRD) 2018-06(A)

RELATED NPA: 2018-06(A) — RMT.0379 — 3.8.2021

Table of contents

1. Summary of the outcome of the consultation	2
2. Individual comments and responses	5



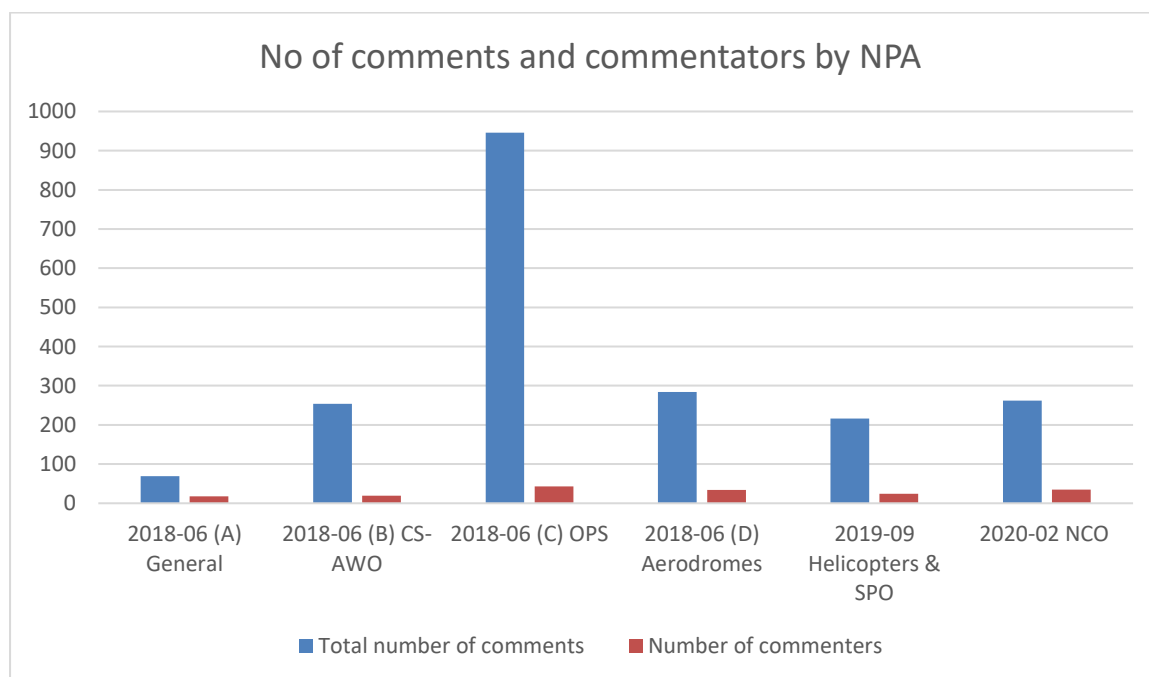
1. Summary of the outcome of the consultation

[NPA 2018-06](#) consists of four NPAs on changes to the domains of initial airworthiness, air operations, air crew and aerodromes.

- (a) NPA 2018-06(A) contains only explanations about the overall concept of all-weather operations (AWOs).
- (b) NPA 2018-06 (B) contains changes to CS-AWO. The related CRD is going to be published along with the final ED Decision on Issue 2 of CS-AWO.
- (c) NPA 2018-06 (C) contains changes to:
 - Annex I (Part-Definitions), Annex III (Part-ORO), Annex IV (Part-CAT), Annex V (Part-SPA), Annex VI (Part-NCC), to Regulation (EU) No 965/2012 (the ‘Air OPS Regulation’) addressing AWOs with aeroplanes, and
 - Annex I (Part-FCL) to Regulation (EU) No 1178/2011 (the ‘Aircrew Regulation’).
- (d) NPA 2018-06 (D) contains changes to Annex I (Definitions), Annex II (Part-ADR.AR), Annex III (Part-ADR.OR) and Annex IV (Part-ADR.OPS) to Regulation (EU) No 139/2014 (the ‘Aerodromes Regulation’).

For AWOs with helicopters, please see NPA 2019-09 and the related CRD.

For AWOs with non-commercial other-than-complex motor-powered aircraft (NCO), please see NPA 2020-02 and the related CRD.



As shown in the chart, the majority of comments was provided to NPA 2018-06 (C) related to amendments to the Air OPS and Aircrew Regulations as well as to the associated AMC & GM.

The comments received were aggregated into discussion topics that were then discussed in a review group. The review group members represented pilot associations, airline operators, airline associations, air navigation services providers, manufacturers and competent authorities (both EU

Member States' competent authorities as well as third-country competent authorities). The review group that worked on NPA 2018-06 (A) worked also on NPA 2018-06 (C).

Regarding NPA 2018-06 (A), EASA received 69 comments from 18 commentators. The majority of these commentators also commented on NPA 2018-06 (C).

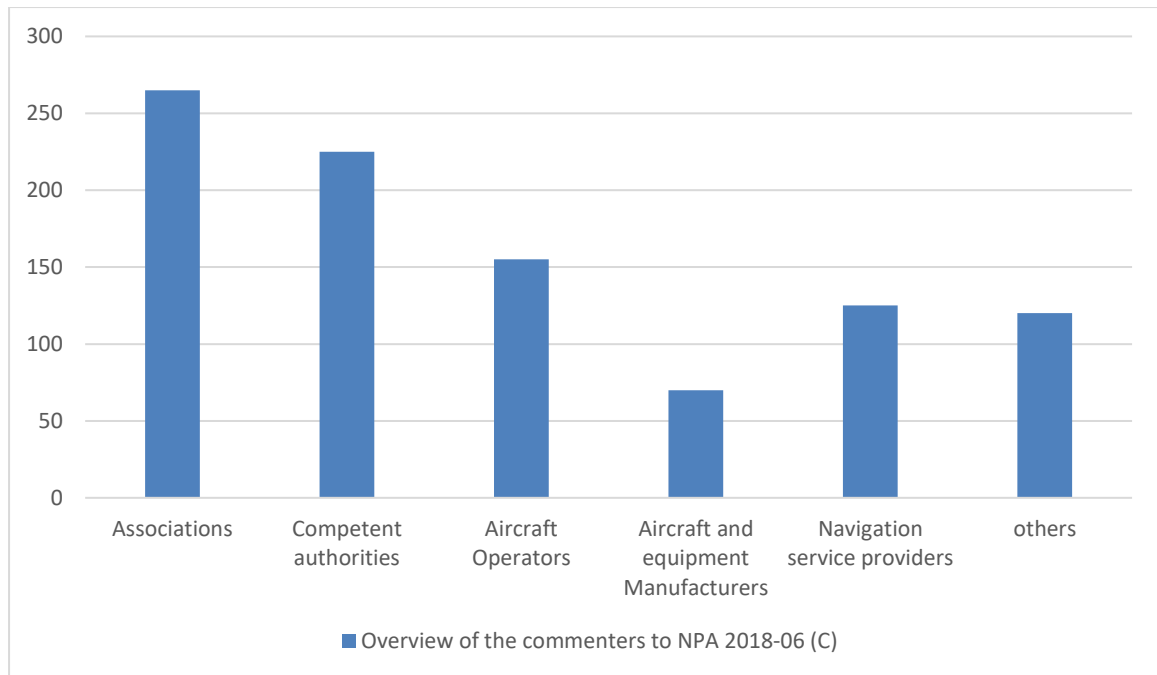
Regarding NPA 2018-06 (B), EASA received 254 comments from 18 commentators. Some of them also commented NPA 2018-06 (C).

Regarding NPA 2018-06 (C), EASA received 946 comments from 43 commentators as follows:

- 1- More than 260 comments (ca 28 %) by associations from all aviation domains (including international, national and regional operators, pilots, general aviation, air traffic services, balloons, etc.).
- 2- More than 220 comments (ca 23 %) were submitted by competent authorities including European and non-European (e.g. FAA), European union agencies (e.g. Global Navigation Satellite Systems Agency) and Air OPS competent authorities as well as authorities related to aerodromes and air traffic services.
- 3- About 155 comments (ca 16 %) by individual aircraft operators.
- 4- Approximately 70 comments (ca 7 %) by aircraft or equipment manufacturers.
- 5- About 125 comments (ca 13 %) by air navigation service providers.
- 6- The rest of the comments (ca 12.5 %) were submitted by other commentators including 3 comments by individual people.

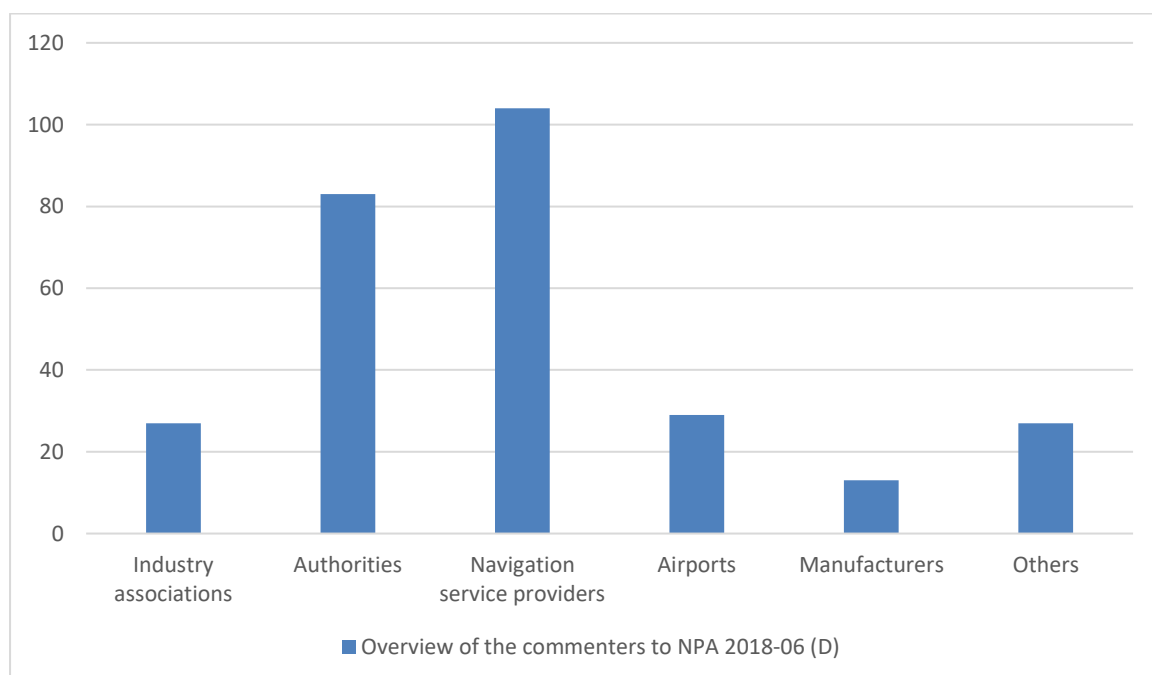
The review group included pilot associations, airline operators, airline associations, air navigation services providers, manufacturers and competent authorities (both European and foreign). The review group meetings were conducted in person from late 2018 until the first quarter of 2020, when due to the COVID 19 pandemic in-person meetings needed to be avoided. Given though that the work had been almost completed, it was decided to replace the review group with a small task force that works remotely and stems from the review group and composed of operators, manufacturers and competent authorities. This task force fundamentally addresses the AMC and GM to Part-SPA while the rest of the work was already completed by the review group.





Regarding NPA 2018-06 (D), EASA received 284 comments from 34 commentators. Only a few of them commented on NPA 2018-06 (C). The composition of the commentators was as follows:

- 1- More than 25 comments (ca 9.5 %) by the industry associations including airport associations.
- 2- More than 80 comments (ca 29.5 %) by competent authorities.
- 3- More than 100 comments (ca 37 %) by air navigation service providers, including EUROCONTROL.
- 4- About 30 comments (ca 10 %) by aerodrome operators (airports).
- 5- More than 10 comments (ca 4.5 %) by aircraft and equipment manufacturers.
- 6- More than 25 comments (ca 9 %) by other commentators.



2. Individual comments and responses

In responding to the comments, the following terminology is applied to attest EASA's position:

- (a) **Accepted** — EASA agrees with the comment and any proposed change is incorporated into the text.
- (b) **Partially accepted** — EASA either partially agrees with the comment or agrees with it but the proposed change is partially incorporated into the text.
- (c) **Noted** — EASA acknowledges the comment, but no change to the text is considered necessary.
- (d) **Not accepted** — EASA does not agree with the comment or proposed change.

(General Comments)	-
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comment	2	comment by: <i>Europe Air Sports</i>	<p>Europe Air Sports (EAS) , the organisation representing sports and recreational aviation in Europe, appreciates the opportunity to comment this NPA.</p> <p>While the present NPA does not yet address Part-NCO operations, which concern the majority of Europe Air Sports' membership, EAS supports generally the NPA.</p>
response	Noted Please refer to NPA 2020-02.		
comment	3	comment by: <i>Luftfahrt-Bundesamt</i>	<p>The LBA has no comments on NPA 2018-06(A). For our comments on NPA 2018-06 (B / C / D) please see the corresponding sub-NPA.</p>
response	Noted		
comment	20	comment by: <i>UK CAA</i>	<p>Thank you for the opportunity to comment on NPA 2018-06 Part A. Please note there are no comments from UK CAA on this part of the NPA.</p>
response	Noted		
comment	24	comment by: <i>EUROCONTROL</i>	<p>This part of the NPA does not reflect all operations that have been introduced in the NPA (i.e. SA CAT II)</p>
response	Noted		
comment	25	comment by: <i>EUROCONTROL</i>	

	When comparing with the recently published FAA AWO similar material, it is surprising that some AWO such as taxiing have not been introduced.
response	Not accepted
comment	26 comment by: EUROCONTROL
	This document is very confusing and it is extremely difficult to understand from it what the reader will find in each of the three other parts.
response	Noted
comment	27 comment by: EUROCONTROL
	Part A should have included a list of new introduced operations and a list of operations that have been removed. Not having such a clear view upfront may have induced errors in other parts such as in Part D where OTS CAT II remains etc... or SVGS
response	Noted The definition of OTS CAT II has been deleted.
comment	51 comment by: EUROCONTROL
	Introduction in all subparts specifies a different procedure for Subpart B than the others. Why?
response	Noted Sub-NPA (B) follows a different rulemaking process.
comment	53 comment by: Finnish Transport Safety Agency
	Trafi has no comments and supports the proposal.
response	Noted
comment	56 comment by: EUROCONTROL
	General mention that GLS for all AWO operations has been introduced is to be added
response	Noted
comment	57 comment by: European Powered Flying Union
	European Powered Flying Union (EPFU) representing 70'000 pilots, member of Europe Air Sports (EAS), appreciates the opportunity to comment on NPA 2018 (A) to (D).
	We support the general aspects of the proposals presented.
response	Noted

comment 58

comment by: *FNAM*

The FNAM (Fédération Nationale de l'Aviation Marchande) is the French Aviation Industry Federation/ Trade Association for Air Transport, gathering the following members:

- **CSA: French Airlines Professional Union (incl. Air France)**
- **SNEH: French Helicopters Operators Professional Union**
- CSAE: French Handling Operators Professional Union
- **GIPAG: French General Aviation Operators Professional Union**
- GPMA: French Ground Operations Operators Professional Union
- **EBAA France: French Business Airlines Professional Union**

And the following associated members:

- FPDC: French Drone Professional Union
- UAF: French Airports Professional Union

The comments hereafter shall be considered as an identification of some of the major issues the French industry asks EASA to discuss with third-parties before any publication of the proposed regulation. In consequence, the following comments shall not be considered:

- As a recognition of the third-parties consultation process carried out by the European Parliament and of the Council;
- As an acceptance or an acknowledgement of the proposed regulation, as a whole or of any part of it;
- As exhaustive: the fact that some articles (or any part of them) are not commented does not mean the FNAM has (or may have) no comments about them, neither the FNAM accepts or acknowledges them. All the following comments are thus limited to our understanding of the effectively published proposed regulation, notwithstanding their consistency with any other pieces of regulation.

#Introduction

FNAM thanks EASA for the will of harmonizing applicable European disposals with ICAO and FAA disposals. The NPA 2018-06 may facilitate exchanges and agreements with third countries while warranting a high level of safety. Proposed disposals aim at integrating new technologies development, such as EFVS, to alleviate European requirements. FNAM welcomes EASA for this initiative which may allow operators to benefit advanced technologies during their operations and enhance pilot's situational awareness which will improve safety. FNAM thanks EASA for having taken into account and integrated the Industry point of view within this proposal. FNAM also welcomes this NPA objective which is to be applicable for voluntary operators only. If properly written, this would not impact all operators and therefore, would not increase work for non-voluntary operators. Global consequences would be to settle an appropriate regulatory framework that considers new technologies and



thus improves the level of safety and the level-playing-field throughout Europe. Nevertheless, the general structure of EASA's proposals is complex to understand especially when current requirements are split from the four corners of the European regulations. For example, adding an option with operational credits is a good proposal, but the way it is included in the current regulation (in Low Visibility Operations requirements for which they are not limited to) makes it harder to understand.

These NPA objectives and improvements may be achieved only if international standards are correctly transposed and implemented. In this NPA 2018-06, FNAM would like EASA to focus on some key issues which may ensure global objectives of level-playing-field and high level of flight safety:

- Ensure that proposed disposals would effectively remain on a voluntary basis;
- Ensure that current applicable requirements would remain unchanged for the non-voluntary operators;
- Ensure a proportionate approach to adapt requirements to the specifics of large Airlines and SME (one size does not fit all);
- Ensure consultation phase for all stakeholders and for all new and amended IR, AMC and GM, in particular for NCO operators.

#KeyPoints

A) FNAM welcomes the initiative of removing the "add-on" for CDFA operations using MDH as DH. This measure is along the line of regulatory simplification while warranting a high level of safety.

B) On the one hand, FNAM thanks EASA for alleviating CAT III assessment which was an European specificity. This will allow operators not to be limited to CAT II operations for aerodromes where they are aware that similar aircraft are already performing CAT III operations. On the other hand, some EASA's proposed requirements are anticipating ICAO standards presupposed evolution (e.g.: replacing CATIIIA, CATIIIB and CATIIIC by a single CATIIII). FNAM wonders what will happen for flights operated by EU operators in non-European countries which are applying current ICAO standards. For CATIII operations an authorization CATIIIA, CATIIIB or CATIIIC is required from the State where the operation is performed. If EU operators are approved CATIII and not CATIIIB or C anymore, FNAM wonders what will happen in non-EU countries where old categories (still in force in the ICAO documentation) are applied. FNAM fears that EU operators with an EU CATIII approval would be considered as CATIIIA capable in other than European countries instead of CATIIIB or CATIIIC. This would limit the scope of their operations which is not the objective of the proposed changes described in the NPA. Generally speaking, if European regulators choose to include some specific ICAO standards in the European regulation, it would be advisable to stick to the wording of ICAO standards in order to avoid discrepancies. Differences of wording between ICAO standards and their EASA's transpositions may deviate with the main objective of harmonizing European requirements with ICAO and FAA standards. Besides, the different interpretations given in Europe and worldwide regarding the wording



chosen to depict these requirements may penalize European operators compared with other operators.

C) Notwithstanding the early transcription of ICAO standards presupposed evolution, EASA proposes disposals that even introduce significant change from its own former operations categorizations. For example, SA CAT I and SA CAT II are new categories of operations and substitute LTS CAT I and OTS CAT II. Since operators already have approvals for current operations, it is necessary that data and demonstrations for these current approvals can be reused for the new SA CAT I and SA CAT II approvals. Otherwise, the compliance effort that is required from operators is disproportionate compared with the benefits that implementing those requirements will bring them. That is why a sound transition period should be established in order to ensure that current approvals remain valid until their deadline. The point of the recognition of these approvals and categorizations which is beyond ICAO standards has to be dealt outside of European airports.

D) FNAM is surprised that EASA is suppressing some alternative means of compliance but encouraging operators to create AltMoc if they want to continue to apply the suppressed mean of compliance. This will create supplemental administrative burden for operators with no added value.

E) Additionally, FNAM would like to be sure that all new requirements on helicopter and NCO operations will be submitted to consultation to all stakeholders. These EASA proposed disposals are phase 1 of AWO new requirements implementation. Phase 1 introduces requirements and guidance for Part-DEF, ARO, ORO, CAT, SPA and NCC. Phase 2 will present modifications for helicopter operations and Part-SPO. NCO requirements will not be submitted to consultation since the EASA's information document proposes that NCO requirements will be directly published in Opinion of phase 1. The legitimacy of such a process needs to be investigated, especially for stakeholders who want to give their opinion on proposed NCO disposals in order to make sure that they will be applicable for each and every stakeholders.

F) Moreover, helicopter requirements are already modified by phase 1 modifications since Part-DEF, applicable for all type of operations, is changed without taking into account helicopter requirements subsidiaries. For instance, definitions are modified for all aircraft, *i.e* for both aeroplanes and helicopters. The RVR threshold for LVO is proposed for all aircraft at 550m in the NPA. Currently there is an exception for helicopter operations for which the threshold is at a level of 500m. Such a small definition change has a huge impact on operational accessibility. According to the 'voluntary basis' objective, this proposed regulation should not modify existing rules for those who are not voluntary to apply the new ones. Else, EASA's proposed disposals cannot be considered as voluntary measures.

This NPA proposes requirements for CAT and NCC operations which are equivalent. However, in some of the proposed disposals, the wording used between Part CAT and Part NCC may differ. Requirements drawn up in an identical way would benefit all stakeholders.

response

Noted

(A) Noted

(B) Noted. ICAO wording will be implemented whenever possible.



- (C) Accepted. Transition measures will be applicable until 30.10.2022.
 (D) Not accepted.
 (E) Noted. Please refer to NPA & CRD 2019-09 and NPA & CRD 2020-02.
 (F) Noted. Please refer to NPA & CRD 2019-09 and NPA & CRD 2020-02.

Executive Summary

p. 1

comment	4	comment by: <i>British Airways Flight Operations</i>
	British Airways strongly supports the rulemaking task, its objectives and the methodologies adopted	
response	Noted	

comment	19	comment by: <i>THALES</i>
	<p>THALES support the objective to modernize the regulation taking into account the latest technological advancements with a performance based approach. The evolution of the regulation coordinately covering several domains such as airworthiness, air operations, aircrew is considered very beneficial to global vision of the operations and to ensure coherency.</p> <p>THALES strongly support the effort to harmonize the EASA regulation with other regulatory inputs (ICAO/SARPs, FAA). This effort has to be maintained (for example : to monitor the removal of CATIII A/B/C terminology).</p> <p>As explained the NPA 2018-06, the proposed document does not address helicopters (a AWO-NPA Phase 2 is mentioned), THALES recommend to have a coherent regulation that include helicopters in the future.</p>	
response	<p>Noted</p> <p>Please refer to NPA and CRD 2019-09 for helicopter AWOs.</p>	

2.1. Why we need to change the rules — issue/rationale

p. 6-8

comment	5	comment by: <i>British Airways Flight Operations</i>
	The rationale for change and issues addressed are pertinent. In particular, the capabilities of modern civil aircraft have come on considerably, even since NPA Ops 41 (to JAR Ops 1) was produced in 2005.	
response	Noted	
comment	6	comment by: <i>British Airways Flight Operations</i>
	The proposal to harmonise the definition of visibility is very sensible and welcome	
response	Noted	



comment	7	comment by: <i>British Airways Flight Operations</i>
	The concepts of PBAOM and operational credits are the key to the new proposal; thus, it is imperative they are addressed	
response	Noted	
comment	8	comment by: <i>British Airways Flight Operations</i>
	The removal of the sub-categories of Cat III is included in ICAO State Letter 2018-080; therefore, it is appropriate for the RMT to have addressed the subject. British Airways agrees that the removal of the sub-categories of Cat III is appropriate	
response	Accepted The sub-categories of CAT III have been removed.	
comment	28	comment by: <i>EUROCONTROL</i>
	2.1 bullet 5 The intent to have a cross domain hazard identification clear in the 5th bullet point. Nevertheless the rest of the document and the fact that the AWO amendments presented in this NPA concern only CS AWO, OPS IR and ADR are clear indications that the cross-domain approach has not be thoroughly performed.	
response	Noted Regulation (EU) 2017/373 as amended by Regulation (EU) 2020/469 contains the regulatory provisions for the implementation of AWO, which are based on Doc 4444.	
comment	29	comment by: <i>EUROCONTROL</i>
	2.1 Other ICAO documents It would be useful to explain what elements where retained (even if just at high level) especially for the part of the EU regulation for which no amendment is provided (e.g. Part ATS, Part AIS and Part DAT). Part D comments below refer to discrepancies with ICAO EUR Doc 013. Subpart D of the NPA	
response	Noted The comment is not clear; however, changes are foreseen in Part-AIS to facilitate the provision of aerodrome data such as publication of aeronautical charts, penetration of VSS, information or radio navigation aids as well as the use of LED lights in the airfield lighting system.	
comment	30	comment by: <i>EUROCONTROL</i>
	2.1 Differences between the content of this RMT ad ICAO SARPs, FARs, etc This NPA proposes amendments which are not fully aligned with ICAO provisions. It would be of added value to clearly indicate to implementors of this future regulation what are the gaps and how they should handle them in the context of	

response	ICAO. Similarly the document would benefit for the comparison with the FAA AWO regulatory framework or others.
response	Noted
comment	59 comment by: <i>FNAM</i>
	ISSUE – Difference between the content of this RMT and ICAO SARPs, FARs, etc. If European regulators choose to include some specific ICAO standards in the European regulation, it would be advisable to stick to the wording of ICAO standards in order to avoid discrepancies. Differences of wording between ICAO standards and their EASA’s transpositions may deviate with the main objective of harmonizing European requirements with ICAO and FAA standards. Besides, the different interpretations given in Europe and worldwide regarding the wording chosen to depict these requirements may penalize European operators compared with other operators.
response	Noted EASA would appreciate it if the comment was more specific.
comment	71 comment by: <i>Jan Sondij</i>
	The inclusion of ‘visibility’ is proposed. The definition itself is not included in the NPA. There are different (meteorological) definitions for visibility, including RVR. The definition itself is to my understanding not included in the rule. It is advised to cross check the definitions with the ad-hoc RMG Part-MET to ascertain that the correct definitions are applied, and to ensure consistency of definitions with WMO and ICAO and within the EU-rulemaking framework.
response	Noted New regulatory provisions address visibility, RVR and converted meteorological visibility.

2.2. What we want to achieve — objectives	p. 8-10
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comment	31 comment by: <i>EUROCONTROL</i>
	2.2 First bullet Please add "and mitigation measures" after systemic hazard assessment
response	Noted
comment	32 comment by: <i>EUROCONTROL</i>
	2.2 third bullet This seems in contradiction with the fact that the NPA introduces differences with ICAO provisions and that FAA AWO operations are not all the same as the proposed ones (for example low visibility taxiing).
response	Not accepted



comment	33	comment by: <i>EUROCONTROL</i>
	<p>2.2 below third bullet</p> <p>Indeed opinion N° 3/2018 addresses some AWO related issues (notably the definition of LVO, LVP coordination with aerodromes) but it was not the purpose of RMT.0464 to address AWO, nor the new operational credit operations which have been introduced. More in depth analysis of AWO aspects on ATS services would be needed. Also potential need on phraseology, ATC training in regards to the Performance based aerodrome minima would need to be assessed. There is no indication that assessment was made as whether or not the database requirements rules were sufficient or not to enable all the new introduced LVOs. Additionally this subpart A should also highlight the fact that this NPA did not consider drone operations, and the application of EFVS to a pseudo pilot.</p>	
response	<p>Noted</p> <p>Regulations (EU) 2017/373 and 2020/469 address provision of ATS during LVO. This has to be seen also together with the changes in the ADR Regulation where every operation below an RVR of 550 m is subject to LVO. In regard to drone operations, this is subject to RMT.0230.</p>	
comment	34	comment by: <i>EUROCONTROL</i>
	<p>2.2 Overview of the applicable framework</p> <p>Interactions principles are rightly requested however in the proposed regulation amendments this is not fulfilled. (see above comment on aerodrome ATC coordination need for LPVs)</p>	
response	<p>Noted</p> <p>Please refer to the response to comment #33.</p>	
comment	35	comment by: <i>EUROCONTROL</i>
	<p>2.2 Total system Approach</p> <p>See above comments and adapt as necessary to show how and if the total system approach was applied, or partially applied due to reasons such as other rule making tasks being developed in a non synchronised way. Please clarify if and how the last two bullets points please were addressed.</p>	
response	<p>Not accepted</p>	
comment	36	comment by: <i>EUROCONTROL</i>
	<p>2.2 Impact on aerodromes</p> <p>It is not the purpose of the NPA to decide on the need of a business case for an aerodrome. The new procedures are to be introduced on a voluntary basis according to the regulatory option chosen when creating the RMT. The note regarding SA CAT I is not useful here. . Better remove and concentrate on the key features. The EVS considerations are not just for the EVS to touchdown. It would interesting also to highlight here what was considered for EVS 2000 when operated on 2D type A operations. Furthermore it would be useful to list here all operations.</p>	

response Noted

comment

37

comment by: EUROCONTROL

2.2 Potential impact on ATM/ANS

This section identifies a number of potential issues linked to the introduction of the LVOs and operational credit operations, however it does not say whether these issues have been addressed or not. This creates some lack of confidence in the completeness of the work performed. Please adapt as necessary and show how and where these issues were addressed. The part MET section is very unclear. Part AIS may be safety critical. CS-ACNS paragraph last sentence needs to be clarified, as its meaning is very unclear.

response

Noted

Please refer to the proposed rules. It has to be noted that LVOs are required whenever there is an RVR of less than 550m irrespective of the type of the operation. This is required in order to support the operation of basic aircraft, as well as to protect the operation of advanced aircraft.

2.3. How we want to achieve it — overview of the proposal

p. 10

comment

38

comment by: EUROCONTROL

2.3 Potential impact on ATM/ANS

Review of Part ATS regarding SA CAT I and EFVS operations requirements is needed.

response

Noted

The main idea is that any operation with an RVR below 550 m is considered LVO and this is already covered under ATS rules in Regulations (EU) 2017/373 and 2020/469.

Potential impact on ATM/ANS

p. 12-14

comment

70

comment by: European Helicopter Association (EHA)

Runway Visual Range (RVR):

in the NPA the limitation of the proposed runway visual range (RVR) is 550m for all sorts of aircrafts, while currently helicopter operations have a minimum RVR of 500m. We think that the measure indicated in the NPA is therefore more restrictive and it will impact all helicopter operators. We would suggest to retain the current limit at 500m.

response

Not accepted

2.5. Proportionate approach to the level of flexibility in the requirements depending on the type of operations

p. 15

comment

9

comment by: British Airways Flight Operations



response	British Airways agrees that it is appropriate to permit rule material for Part-CAT operators to be more orientated towards 'soft' law as a consequence of the Management System requirements placed upon CAT operators; and the associated possibility of the development of AltMOCs
	Noted
comment	<p>60 comment by: <i>FNAM</i></p> <p>ISSUE & PROPOSAL – General overview FNAM thanks EASA for introducing proportionality in the proposed rules. Nevertheless, the proportionality principle should not only be applied between CAT operations, NCC operations and NCO operations. This proportionality principle should also be pointed out within Part CAT in itself. Indeed, all kinds of organizations, from large Airlines to SME, are performing CAT operations. That is why FNAM thinks it would be beneficial for all stakeholders to develop the proportionality principle within each Part of the AirOps regulation. Thus, FNAM suggests to allow flexibilities for CAT operations and empower operators in order to adapt requirements for each activities and organization characteristics.</p>
response	Not accepted
comment	<p>61 comment by: <i>FNAM</i></p> <p>ISSUE & PROPOSAL – General overview EASA explains that some existing requirements are not transposed in these proposed disposals but that they could be implemented through AltMoc. FNAM wonders why these kinds of requirements are not transposed since EASA already informally agrees to authorize them <i>via</i> AltMoc. If such a disposal is not transposed, FNAM fears that operators would have to ask for an AltMoc to their Member States. This may have administrative and economic impacts on operators although this disposal is already tacitly or previously accepted by the European Regulation. If the previous disposal cannot be transposed because it is not the same philosophy than the new proposed disposal, FNAM proposes to create 2 different options in 2 separated AMC or GM to apply one IR requirement. In that way, both solutions could be applied without asking for an AltMoc and add administrative burden. Plus, since one of the main objective of this NPA is to introduce new possibilities on a voluntary basis without impacting all operators, the current requirement (IR, AMC and GM) should remain unchanged. Thus, FNAM suggests Include 2 separate AMC or GM with 2 different options in order to avoid the use of AltMoc.</p>
response	Not accepted

Use of technological benefits of the EFVS as light operational credits ('EFVS 200 operation' and potential consideration of 'EFVS 100 opera

p. 16-17

comment	<p>1 comment by: <i>Civil Aviation Authority Czech Republic</i></p> <p>in 2nd line , the current word "visibility" should be replaced by the word "RVR".</p>
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response	Noted
comment	<p>14 comment by: <i>Swedish Transport Agency, Civil Aviation Department (Transportstyrelsen, Luftfartsavdelningen)</i></p> <p>Page 16, 4th paragraph. Suggest to delete the words "aerodrome published" to make the sentence read ...of EFVS use below the DH to the ...</p> <p>Rationale: In most MS only OCA/H is published (in the AIP). The meaning becomes more simple and clear.</p>
response	Noted
comment	<p>15 comment by: <i>Swedish Transport Agency, Civil Aviation Department (Transportstyrelsen, Luftfartsavdelningen)</i></p> <p>Page 17, 1st paragraph - Change ...and/or the visibility is less than 550 m ... to ...and/or the RVR is less than 550 m</p> <p>Rationale: LVO start at RVR 550 m not visibility 550.</p> <p>Page 17, 2nd paragraph - Propose the following changes:</p> <p>In order to obtain the flight crew competencies for using an EFVS, the relevant set of requirements has been set-up; less demanding training and checking requirements should be foreseen for the 'EFVS 200 operations' with the characteristic RVR of 550 m and the DH/DA of natural visual references below 200 ft compared to the typical 'EFVS operations' with the LVO nature (operations based on EFVS references down to a DH/DA of 100ft and/or with an RVR of less than 550 m or even for the operations using EFVS down to the touchdown).</p> <p>Rationale: The EFVS concept of operations does not seem correctly described. It is not a matter of changing the DH but a matter of extending the visual segment and regulating at which height natural references is required.</p> <p>Page 17, 3rd paragraph - General comment: SE supports the concept of EFVS 200. The EFVS 200 concept has been presented to ICAO FLTOPSP/4 through AAA-SG but in a different context. Detailed provisions yet to be developed.</p> <p>Page 17, 4th paragraph - General comment: The EFVS concept of operations does not seem correctly described. It is not a matter of changing the DH but a matter of extending the visual segment and regulating at which height natural references is required. As described in the NPA this would be a CAT II operation while it is understood that also EFVS 100 should remain a CAT I operation.</p>
response	Noted
comment	<p>18 comment by: <i>European Business Aviation Association (EBAA)</i></p>



	<p>The NPA indicates that: <i>"The concept of 'EFVS 200' might experience further evolution into 'EFVS 100' (if so supported by the received comments). 'EFVS 100' should enable operations of the EFVS down to a DH/DA of 100 ft without a dedicated special approval. Based on previous decisions (ED 2012/018/R & ED 2012/19/R), EFVS operations on LPV or ILS down to 100 ft with RVR equals to the two third of nominal RVR value were considered.</i></p> <p>It was expected that the NPA with EFVS 100 will take into account these previous decisions and will even extent it to all RNP APP and for the RVR will rely more on pilot decision than a value especially on aerodromes where RVR is not available. If EFVS 100 is presented as an extension of EFVS 200, the NPA requests : <i>"the system shall be appropriately certified (dual HUD required) and the operator should be the holder of an adequate LVO special approval (e.g. CAT II or CAT III)".</i></p> <p>Such requirement does not seem in line with the spirit of systems developed for operations with operational credits. EBAA recommends EASA to extends all features of EFVS 200 to EFVS 100, with a possible limitation of EFVS 100 to LPV/ILS approaches. This is to avoid the baro-setting error risk.</p>
response	<p>Not accepted Due to the technical challenges encountered during the review of the comments, this concept was not developed.</p>
comment	<p>21 comment by: AIRBUS</p> <p>In the following paragraph:</p> <p><i>"The concept of 'EFVS 200' might experience further evolution into 'EFVS 100' (if so supported by the received comments). 'EFVS 100' should enable operations of the EFVS down to a DH/DA of 100 ft without a dedicated special approval; however, the system shall be appropriately certified (dual HUD required) and the operator should be the holder of an adequate LVO special approval (e.g. CAT II or CAT III)."</i></p> <p>The 'EFVS 100' concept description may be clarified. If it is an extension of 'EFVS 200' concept, then it should enable EFVS operation down to a "minimum natural visual height of 100 ft" instead of a "DH/DA of 100 ft".</p> <p>Please replace "DA/DH" by "minimum natural visual height" in the description of 'EFVS 100' concept.</p>
response	<p>Noted EASA did not reach a consensus to develop an EFVS 100 proposal for the Opinion.</p>
comment	<p>42 comment by: EUROCONTROL</p> <p>2.5 Use of technical benefits</p>

	<p>"light operational credit" : there is no such term in the regulation. It would be better to refer to the relaxation of the approach ban as neither the DH will change, nor the visual segment requirement starting at 200 ft. There is a lot of duplication on the EFVS material which could be avoided to increase clarity in the document and avoid to suffer from evolution of the terminology and definition. The paragraph on " normal" and non LVO EVS operation adds more to the complexity than clarity, it should clearly mention EVS 200.</p>
response	<p>Accepted Light operational credit has been deleted.</p>
comment	<p>55 comment by: <i>Elbit Systems</i> Elbit Systems is fully supporting this 'EFVS 100' operations. Today advance EFVS and avionics should supply enough confidence to bridge the gap between 200 feet to 100 feet</p>
response	<p>Noted</p>
comment	<p>62 comment by: <i>FNAM</i> ISSUE & PROPOSAL – Use of technological benefit of the EFVS as light operational credits FNAM suggests EASA to ensure consistency between SPO requirements and CAT requirements for AWO. Indeed, even if the writing of AWO requirements is separated in several phases, EASA should focus on aligning SPO and CAT AWO regulatory structures. Equally, this NPA proposes requirements for CAT and NCC operations which are equivalent. However, in some of the proposed disposals, the wording used between Part CAT and Part NCC may differ. Requirements drawn up in an identical way would benefit all stakeholders. Thus, FNAM suggests to ensure consistency between SPO, NCC and CAT regulatory structure</p>
response	<p>Noted</p>

General Aviation (part-NCO) aspects	p. 17-18
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comment	<p>43 comment by: <i>EUROCONTROL</i> 2.5 General Aviation (part-NCO) aspects Level of safety: as the GA case is trying to improve safety additional text could be added in previous section "Related safety Issues"</p>
response	<p>Noted</p>

2.6. Helicopter operations and the AWO concept	p. 19-20
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comment	<p>41 comment by: <i>EUROCONTROL</i></p>
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	<p>2.6 Helicopter operations There is no explanation regarding pahse 1 and phase 2 of AWO-NPAS. Please clarify.</p>
response	<p>Noted Please see the related NPAs and CRDs 2019-09 and 2020-02.</p>
comment	<p>63 comment by: <i>FNAM</i></p> <p>ISSUE & PROPOSAL FNAM agrees that helicopter operations are too specific to be studied together with aeroplanes operations. Nevertheless, since Part-DEF and some Part-CAT requirements are common to aeroplane and helicopter operations, EASA should ensure consistency between new proposed disposals and helicopter current applicable requirements. Indeed, even if the writing of AWO requirements is separated in several phases, FNAM suggests to keep the current helicopter requirements in the common requirements for aeroplane and helicopter in this NPA. Indeed, helicopter requirements are already modified by phase 1 modifications since Part-DEF, applicable for all type of operations, is changed without taking into account helicopter requirements subsidiaries. For instance, definitions are modified for all aircraft, <i>i.e</i> for both aeroplanes and helicopters. The RVR threshold for LVO is proposed for all aircraft at 550m in the NPA. Currently there is an exception for helicopter operations for which the threshold is at a level of 500m. Such a small definition change has a huge impact on operational accessibility. According to the ‘voluntary basis’ objective, this proposed regulation should not modify existing rules for those who are not voluntary to apply the new ones. Else, EASA’s proposed disposals cannot be considered as voluntary measures. Therefore, FNAM proposes to keep the current helicopter requirements in the common requirements for aeroplane and helicopter operations in this NPA</p>
response	<p>Noted. Please refer to NPA and CRD 2019-09 for helicopter AWOs.</p>

2.7. Proposed changes to AMC/GM to Regulation (EU) 2017/373

p. 20

comment	<p>44 comment by: <i>EUROCONTROL</i></p> <p>There is no section 5.6. Furthermore it is not clear why regulation 2017/373 is mentioned here and what remains to be done (see above comment on the subject). Move and clarify the text under a single paragraph.</p>
response	<p>Noted</p>

3.3.2. Who is affected

p. 22

comment	<p>45 comment by: <i>EUROCONTROL</i></p> <p>This regulation offers a real potential for increased regional aerodrome capacity, thus can be seen as an enabler for flight delay reduction and increased connectivity of the Network.</p>
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response Noted

3.5. How it could be achieved — options

p. 23-24

comment 10 comment by: *British Airways Flight Operations*
British Airways agrees with the conclusion that Option 1 is preferred

response Noted

comment 46 comment by: *EUROCONTROL*
Good to present a focused version of the impact assessment. It is not clear if GA aspects have been included.

response Noted.
GA aspects are dealt with in Section 3.7.5 'General Aviation and proportionality issues' in the NPA. Further reference could also be found on pages 23-24 of the impact assessment document of the AWO Workshop accessible through the [EASA website](#) (under the section 'Downloads', 'AWO workshop 2016 – Meeting documents', document number 4 titled 04_Draft AWO Regulatory Impact Assessment_AWO Workshop.pdf).

comment 64 comment by: *FNAM*
ISSUE
FNAM agrees that the most adapted option is Option 1: Enabling. The implementation of new disposals for AWO should be clearly on a voluntary basis. Thus, current applicable requirements should not be incidentally modified. Otherwise non-voluntary operators would be impacted. However, FNAM insists, on the one hand, on ensuring consistency between the different Parts of the European regulation, and on the other hand, on the need of proportionate requirements including within a given Part of the AirOps regulation such as CAT operations.
(See comment to proposals of page 15)

response Noted

3.7.4. Economic impact

p. 25-28

comment 11 comment by: *British Airways Flight Operations*
British Airways agrees with, and supports, the economic impacts proposed for air operators

response Noted



comment	<p>16 comment by: <i>Swedish Transport Agency, Civil Aviation Department (Transportstyrelsen, Luftfartsavdelningen)</i></p> <p>Page 27 Paragraph 12</p> <p>NPA text: For aerodromes which are already approved for CAT II/III operations, no significant additional costs would apply. For SA CAT I operations, it would be necessary to verify that the CAT II procedure can be applied and then to publish an SA CAT I procedure in the AIP. For operations using EFVS, the aerodrome should provide additional information in the AIP concerning the status of LED lights.</p> <p>Comments: The issue of additional costs is not so much per aerodrome as per runway, so for a runway already CAT II/III approved, we agree that the costs would be limited. For a CAT I runway at such an aerodrome, the costs for introducing radio altimeter operating area and OFZ would apply if that runway would become eligible for SA CAT I operations.</p> <p>Additionally, and more important from a safety point of view, is the suggestion to use the CAT II instrument approach procedure (IAP) after verification. We believe that it is not the CAT II IAP that will be used but the CAT I IAP with a line for OCH based on radio altimeter. The CAT I IAP has a different obstacle accountability area from CAT II.</p>
response	<p>Noted</p> <p>The additional cost refers to the aerodrome runways.</p>
comment	<p>17 comment by: <i>DFS Deutsche Flugsicherung GmbH</i></p> <p>Some info on the statement "for aerodromes which are already approved for CAT II/III operations, no significant additional costs would apply":</p> <p>In Germany no II/D/3 ILS exist. We use CAT III where lower than CAT I is made available and autoland is supported.</p> <p>In case that an Aerodrome chooses to become available for SA operations, some technical changes are needed as well.</p> <p>Investments in new systems are required and local procedures may be changed or additionally established.</p> <p>We ask EASA to take note of this.</p>
response	<p>Noted.</p> <p>It is understood that in Germany every operation below CAT I is supported by ILS CAT III. If this is the case, then no additional investments are required; however, for CAT I runway, to support SA CAT I operations, changes to the procedures are required.</p>
comment	<p>47 comment by: <i>EUROCONTROL</i></p> <p>Industrial standards are already available, ready to be put in action.</p>
response	<p>Noted</p>



comment	65	comment by: <i>FNAM</i>
	<p>AGREEMENT – Air operators FNAM agrees that investment in new flight vision systems should remain non-mandatory.</p>	
response	Noted	
comment	66	comment by: <i>FNAM</i>
	<p>ISSUE & PROPOSAL – Air operators FNAM thanks EASA for presenting a concrete cost analysis but wonders about the costs stated, their suitability and their justification. First, FNAM fears that not all parameters such as new internal operator procedure updates, demonstrations, approvals but also new resources to be allocated for pilot sensitization and training seems not to be taken into account in the presented cost analysis. For example, FNAM wonders what covers the presented evaluation of the cost for EFVS operations: is the operator procedure update included in this cost ? Is the initial training included in this cost ? FNAM thinks it would be beneficial for all stakeholders to have more details on the fundamentals of this study. For instance, FNAM wonders on what country this cost analysis is based on, the type of airlines and their business models, etc. Indeed, studied costs may differ depending on the country and the type of operators (low cost, business jets, etc.). For example, the cost in France would definitely be higher than the cost in Latvia.</p>	
response	<p>Noted.</p> <p>Thanks for the comment. Further input on the methodology and detailed calculations are provided in the case studies included in the impact assessment document accessible through the EASA website (under the section 'Downloads', 'AWO workshop 2016 – Meeting documents', the document number 4 titled 04_Draft AWO Regulatory Impact Assessment_AWO Workshop.pdf). Specifically, the initial cost estimates for operations with operational credits based on EFVS include for instance ground school CBT, FSTD training, captain's time, first officer's time, management time.</p>	
comment	68	comment by: <i>ERA Operations Group</i>
	<p>EASA has underestimated the burden of re-writing manuals to meet the implementation of the changes as they are affected by aerodromes. In addition, ERA does not anticipate that all aerodromes will change to the new terminology at the same time requiring a duplication of data in manuals.</p>	
response	<p>Noted.</p> <p>We would welcome further specific data that could contribute to the economic and regulatory impact assessment.</p> <p>The Agency will consider initiating a safety promotion task in order to support an adequate implementation of the regulation in the ADR domain.</p>	
comment	69	comment by: <i>ERA Operations Group</i>

	<p>There is a logistical impact ro these proposals:</p> <ul style="list-style-type: none"> - The changes in these proposals will have to be included the changes into recurrent training programmes. Such programmes are designed to run on a six-month cycle. This lead time will have to be considered in the implementation period. - Charting will be affected by these changes. The time needed to adopt and modify charts, according to the AIRAC cycle is essential.
response	<p>Noted</p> <p>The European Commission and EASA will carefully assess the transition period of the regulation.</p>

3.8. Conclusion	p. 28
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comment	12	comment by: <i>British Airways Flight Operations</i>
	British Airways agrees with the conclusions	
response	Noted	

3.9. Monitoring and evaluation	p. 28
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comment	67	comment by: <i>FNAM</i>
	<p>ISSUE & PROPOSAL</p> <p>Such monitoring and evaluation is much appreciated, nevertheless due to the large amount of EASA’s documents to review, FNAM would suggest EASA to:</p> <ul style="list-style-type: none"> • Limit the number of consultations and survey; and • Focus on providing quality feedbacks to operators comments 	
response	Noted	

4.1. Introduction	p. 29
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comment	13	comment by: <i>British Airways Flight Operations</i>
	<p>British Airways has been an active participant in the STAMP / STPA process and supports the risk-assessment provided. As an overall comment, it should be borne in mind that the totality of the proposal in the NPA (all 4 documents) constitutes <u>evolution</u> of the process of conducting all-weather operations, not revolution. Since, by empirical data, the AWO processes in the EU are starting from a uniform and high level of safety, it is most important to make sure that the new proposals are subject to the more in-depth analysis. Furthermore, safety determination by comparison with, and extension from, existing systems and processes may be considered a reasonable way to proceed. For example, LVPs for airports, in order to conduct SA Cat I operations, will not involve any different process from those used today.</p>	



response Noted

comment 48 comment by: EUROCONTROL

4.HIRA

This chapter is telling the reader more about the methodology than the result of the safety assessment and how this work led to the development of the proposed rules and AMC/GMs.

response Noted

comment 49 comment by: EUROCONTROL

A number of safety critical elements do not seem to have been addressed although they had been identified as reported in section 2.3 as potential impact on ATM/ANS.

response Not accepted

4.5.2. Inadequate control flows

p. 32-33

comment 72 comment by: Jan Sondij

One of the assumptions is: The system is composed of qualified flight crew, approved operators with a valid air operator certificate (AOC), aircraft with a valid certificate, and approved ANS with qualified ATCOs.

Is it on purpose that meteorological information and approved MET ANS is not listed here?

response Noted

MET requirements are already included in Regulations (EU) 2017/373 and 2020/469.

4.5.5. End-result of the hazards review

p. 37-45

comment 52 comment by: DFS Deutsche Flugsicherung GmbH

4. ANS and 5. Infrastructure page 43:
"ILS certified to Class II/D/2"

The ILS classification represents the ILS signal quality in accordance to ICAO Annex 10, Vol. I, Ch. 3.

Details can be found in ICAO Annex 10, Att. C, Ch. 2.14
Due to the ICAO standards, only specific combinations are possible. These combinations are:

III/E/4

II/T/3, II/D/3, II/E/3, II/T/4, II/D/4, II/E/4

I/A/1, I/B/1, I/C/1, I/T/1, I/D/1, I/E/1,

I/A/2, I/B/2, I/C/2, I/T/2, I/D/2, I/E/2,

I/A/3, I/B/3, I/C/3, I/T/3, I/D/3, I/E/3,



	<p>I/A/4, I/B/4, I/C/4, I/T/4, I/D/4, I/E/4. Therefore an ILS classification “II/D/2” does not exist.</p> <p>It remains unclear what these mitigating measures (“ILS certified to Class II/D/2”) shall represent.</p>
response	<p>Accepted It has been changed to II/D/3.</p>

comment	<p>73 comment by: Jan Sondij</p> <p>Meteorological information is essential to determine the type of operations. And to continuously monitor the meteorological conditions to assess if the operations are still within the prescribed meteorological boundaries.</p> <p>In the hazard review the meteorological information included is RVR real-time information (and related the visual aids real-time status), wind real time information, crosswind and windshear. Not included, but related is cloud information (height and coverage) as cloud ceiling in relation to DA/H.</p> <p>NPA 2018/06(D) proposes under CS ADR-DSN.S.930 Meteorological equipment several certification specifications for RVR. It is not perfectly understood why the CS for RVR are included in the ADR rule, see comment under NPA 2018-06(D) under 2.1.5 for a more detailed explanation in relation to Regulation 2017/373.</p> <p>Can EASA clarify what the rationale is to include CS only for RVR, and the other meteorological information as described above is not included.?</p> <p>Please consider including additional clarification as guidance material to the rule.</p>
response	<p>Noted All the MET requirements have been deleted since they are covered by Regulations (EU) No 2017/373 and 2020/469. Development of CS for MET equipment will be considered under RMT.0161 ‘Conformity assessment’.</p>

comment	<p>74 comment by: Jan Sondij</p> <p>4.5.5 under 4 ANS Wind real time information <i>Certification of nav aids is not yet covered. This could be covered under AMC or at CS, which needs to be developed.</i></p> <p>Some of the meteorological sensors qualify as nav aids. Is it the intention of EASA to certify MET equipment under an ADR rule? Should this not be covered, if the decision is made to certify MET nav aids, under the responsibility of the certified MET Service Provider and the related Regulation 2017/373 Part-MET?</p> <p>Can EASA clarify what the intent is in this regard?</p>
response	<p>Noted Certification specifications for MET equipment have been removed and any potential certification requirements will be dealt under RMT.0161 ‘Conformity assessment’.</p>



5. Proposed actions to support implementation

p. 46

comment	50	comment by: <i>EUROCONTROL</i>
	Add complete the safety assessment, consider all other Awo related regulatory material, support implementers in filing differences to ICAO provisions	
response	Noted	

